FROM SAMOA

Arrival of the Adams-No Later News-Position of Affairs.

0.

The U.S.S. Adams, Captain R. P. Leary, arrived on Thursday evening at 6 o'clock, twenty-six days from Apia, Samos, and dropped her anchors in the naval row, between the U.S.S. Alert and the British yacht Nyanza. Sailed from Apia on December 6th, on the same day with the steamship Zealandia. Experienced fine weather the entire passage. Crossed the equator on December 27th in long, 145 deg. W. Steam was used till the line was reached, after which only the sails were used. Took the N. E. trades in lat. 5 deg. N.; thence had very light winds till off Hawaii, when a very severe gale was encountered which prevented her passing on the windward side of the island, and obliged her to change the course and come to Honolulu on the leeward side of Hawaii.

The U. S. S. Nipsic relieved the Adams at Samoa. On the day the Adams left Samoa, a battle was expected to be fought between Tamasese's and Malietoa's men, and great bloodshed was apprehended. Tamasese, as previously reported, had removed his stronghold from Mulinuu Point to Saluafata, eight miles further from the town, and he was in constant communication with the German warship. The officers of the latter go to him in a cutter, and Malietoa's men avoid getting in their of 218 tons, built by Messrs. Steele way, desiring to avoid all cause of offense on the Clyde in 1867. She is comfortato the German Empire.

The Adams calls here for coal, and will leave for San Francisco after the her last commission having lapsed in November.

Although the Adams has brought no later news than last mail advices from the seat of war, a few particulars have transpired since her arrival which throw additional light upon events already known. Captain Leary appears to have fully deserved the credit given him by orators in Congress and writers in the American press, for fearlessly and with promptitude acting in all emergencies for the protection of the persons and property of American citizens. When an American's house was invaded and his country's flag found therein out to pieces, by Tamasese's men from the former stronghold at Mulinuu Point, Captain Leary sent a categorical question to the German Consul, as to whether Tamasese's headquarters were under German protection or not. Failing to get a reply within a reasonable time, the Captain of the Adams began making arrangements for landing a battalion and throwing up a fortification facing Tamasese's fort. He was determined, if no satisfaction was given for the outrage, to march his men upon Tamasese's stronghold and take that chieftain prisoner.

This intention of Captain Leary becoming known, great commotion ensued in Tamasese's camp, and at 10 o'clock Honolulu on returning from a vacation the same night the evacuation of Mulinuu Point was begun with vigor. Confirmation is brought mail advices, where the statement was made that the followers of Mataafa had been disabused of the notion that, in their own civil war, they were entitled by international usages to wage hostilities wherever, or on whatever soil, they could promote their cause.

Regarding the matter of complaint in the Samoan Times and in letters to Sydney papers, that the Powers represented on the ground by warships permitted the bloody internecine strife, it is learned that Capt. Leary was prepared to take the responsibility of going with his ship to the later scene of conflict, and there issuing a demand upon both sides to cease hostilities. But he would only do so upon condition that Tamasese and Brandeis, his Premier, should retire into obscurity and Mataafa, the new Malietoa and the people's choice by a large majority, be recognized as the native ruler of Samoa. Tamasese was hemmed in at Saluafata at last accounts with the almost certain prospect, if he come forth to battle, to be badly beaten.

The British Consul had withdrawn the

recognition previously given to Tama-sese, on the ground that he was evidently not supported by a majority of his own people. British residents were enjoined to place themselves under the protection of their Consulate, and to pay their taxes there to be held in trust for such government as may be ultimately established. H. B. M. S. Lizard was still at Apia to look after British interests.

The Captain of the U. S. S. Nipsic was likely to follow in the lines of policy initiated by the Captain of the Adams.

An Ancient Vessel Make-loa.

The schooner Manuokawai, belonging to the Inter-Island Steam Navigation Company, is now a total wreck at Panauu, Koolau, Oahu, where she went aground on Sunday morning, 30th ult. The steamer C. R. Bishop brought to Honolulu the damaged cargo of the wrecked schooner, together with the booms, rigging, anchors, and other hings that were saved. The Manuokawai now lies on her beam ends on the reef, several hundred feet further out han where the schooner Marion was wrecked several years ago. Both the

cargo and the vessel are insured. The Manuokawai was the oldest vessel in the coasting trade, having arrived here about fifty years ago from the East. She was constructed of oak, but in recent repairs the oak timber had been replaced with pine. The Manuokawai had been ashore several times in her career, but managed to get off with slight damages. When the late Captain Dan. McGregor had command of her, she got out of her orse and was several days at sea when net by the brigantine J. D. Spreckels, Captain E. P. Drew, who gave to the estray mariner instructions regarding the course for this port. But now the old historic vessel has got beyond all hope of floating produce into port again, and it only remains to get what firewood there is in her makeup. Thus passes away another Hawaiian landmark, or seamark if the term is more appropriate.

Mrs. Dodder had always contended that her husband's tobacco habit was a vile and injurious one. "There," said Mr. Dodder, turning from his scientific journal, "it says here that there are no microbes to be found in tobacco." "That's where the microbe shows its good sense, Mr. Dodder."

M. Scott being the examiners. The successful candidates were as follows, in order of passing by percentages with term of license: William O. Muller, 2 years; Hattie Brown, 1 year; Lita Wilder, 1 year; George A. Capen, 1 year; Edward Quinn, 1 year. Some of these had foreign classical diplomas. Mrs. Dodder had always contended

THE YACHT NYANZA.

A Pretty Vessel Mistaken for the Casco -Captain Dewar, B. A., and Party-Will Stay a Short Time.

Monday week at 2:30 o'clock p. m. the yacht Casco, with Robert Louis Stevenson and party, was reported to be three miles off. An Advertiser reporter going off to meet the expected visitor about two hours later met Mr. and Mrs. J. D. Strong being rowed homeward, who gave the information that the arrival was not the Casco but the Nyanza.

The boatmen were ordered to proceed and on rounding the Inter-Island Steam Navigation Company's wharf the stranger was seen beyond the lighthouse in an almost dead calm. On reaching the vessel's side the reporter was courteously received on board by a genial Englishman, who invited him into the cabin to receive a report of the vessel and her voyage hither.

The yachting party consists of Captain and Mrs. Dewar and Mr. H. Stevenson, of England. From another source it is learned that the head of the party is a Captain in the Prince of Wales' Hussars, traveling on a two years' furlough in his vacht. The vessel was at Callao when the U. S. S. Alert was there, and a group of that ship's officers expressed pleasure on bearing of the yacht's arrival. The Nyanza is a composite schooner of 218 tons, built by Messis. Steele bly and elegantly finished and furnished, is graceful in every respect nautically, arrival of the foreign mail due on the and looked quite taut and trim on enter-9th inst. She will be repaired at Mare ing the harbor, notwithstanding that she Island Navy Yard and re-commissioned, had come direct from the South Seas. Captain Robert Hunt is sailing master of Majesty," only the general sentiment of the Nyanza, with a complement all told | the community is expressed. of eighteen men.

The Nyanza sailed from England on July 21, 1887, arriving in the Pacific via the Straits of Magellan and Smythe's Channel. She left Callao on the 19th of July, 1888, reaching Easter Island on August 9th; thence on the 16th she arrived at Fatau-hiva, Marquesas Islands, August 29th. Two other islands of the group were visited, and Nuka-hiva was left on September 5th. The yacht arrived at Tahiti on September 12th and remained until the 25th. Her next point was the harbor of Pago-page, the port ceded to the United Scates in Samoa. which was reached on October 3d. Thence she sailed on the 6th for Apia, arriving the following day. Leaving there on the 9th she went to Tongatabu, and from there on the 18th arrived at Suva, Fiji, on the 23d. Three days later the Nyanza sailed for New Caledonia, reaching there on the 30th and leaving on November 6th for the New Hebrides. She reached Erromanga, denominated as "blood-stained" in missionary annals, on the 10th. Here the party were well received by Rev. H. A. Robertson, a missionary of the Canadian Presby-terian Church, whose passage through was noted in the local press four years ago. The islands of Sandwich, Malli-collo and Espiritu Santo were visited, and the yacht left the New Hebrides on November 19th. She arrived at Vanua Lava, Banks group, on the 21st, leaving on the 25th; thence reaching the island of Santa Cruz on the 27th, she sailed for

Honolulu December 1st. The Nyanza will remain in this port ten days or a fortnight, and before leaving the group will visit the other islands. From hence she will sail for San Fran-

HONOLULU RIFLES.

Elections of Company Officers-The Old Staff in C-A New One in A.

Wednesday evening Company C, Honolulu Rifles, met in the Armory and re- man will be admitted into society even elected its former officers for the ensuing year, namely: Captain E. W. Langley; First Lieutenant, Joe Camara; Second Works are here on a visit of inspection Lieutenant, F. N. Ferreira.

Thursday evening Company A met for election of officers. Captain C. T. Wilder been long promised and are still hoped and First and Second Lieutenants W. C. Wilder, Jr., and Fred Wood declined to stand for re-election. The following were elected by ballot: Captain, Chas. Ziegler; First Lieutenant, Carl Willing; Second Lieutenaut, Oscar Masche. The opposing candidates were J. D. Wicke for captain, and E. B. Thomas and Julius Asch for the first and second lieutenan-cies respectively. Thomas tied his com-petitor in the first ballot and then volun-tarily retired. The others went by small majorities. About twenty members were present.

A Row on Shipboard.

Police Justice Foster decided a peculiar shipboard case Wednesday. A sailor refused to wash decks on board the tern W. S. Bowne after the 5 o'clock whistle blew. This was reported to Captain Bluhm, who came forward, seized the sailor and then struck him, whereupon the sailor replied in kind, leaving his Captain's face in a condition to witness in Court the severity of the reprisals. The sailor testified in his own behalf, claiming the articles signed in San Franeisco exempted him from work on board after the close of shore working hours. This was contradicted by the production of the document containing no such provision. The Court gave judgment, in effect, that the trouble was caused by the sailor's refusal of lawful duty; that in any case he should have sought redress against the Captain in a legal manner, and that while the latter's face bore marks of severe usage, the defendant showed no signs of having been hurt; therefore found the sailor guilty and sentenced him to one month's imprisonment at hard labor and pay costs.

Result of Teachers' Examination.

An examination for uncertificated teachers took place at Fort Street School Saturday week, Mr. A.T. Atkinson, Inspector-General of Schools and Prof. M. M. Scott being the examiners. The sucTHE QUEEN'S BIRTHDAY.

Grand Reception by Her Majesty at the Palace.

Queen Kapiolani on Dec. 31st attained her 53d year. The anniversary was honored outside with a royal salute from the shore battery at noon, and a general display of Government, naval, diplomatic and consular flags. H. B. M. Ships Cormorant and Hyacinth and the U.S.S. Alert were in full dress, as was also the Japanese S. S. Takasago Maru.

Her Majesty held a state reception for ladies at Iolani Palace from 11 a. m. till 2 p. m. It was very largely attended by both native and foreign ladies. The Queen received in the Throne room, dressed in her beautiful court dress of peacock feathers, which she wore at Queen Victoria's court during the Jubilee. Her Majesty was attended by Ladyin-waiting Mrs. James W. Robertson. There were present Princess Liliuokalani, attended by Mrs. W. H. Aldrich, and Princess Kaiulani, attended by Misses Reiseberg and Cleghorn. Major J. D. Holt and Adjutant Levi I. Kaiama were in attendance upon the royal party. Mr. J. W. Robertson, acting Chamberlain to the King, ushered visitors into the presence of the Queen.

Among other of the ladies calling were Mrs. G. W. Merrill, wife of the American Minister, and Mrs. Schaefer, Mrs. Glade, Mrs. Hackfeld, Mrs. H. W. Schmidt, Mrs. Laine and Mrs. T. R. Walker, wives of members of the con sular corps; also Mrs. C. W. Ashford, Mrs. Capt. Mist, Mrs. Hassinger and Misses Austin and Green.

The blue drawing room was very beautifully decorated, there being a superb display of ferns, flowers, etc., arranged by the deft hands of Mrs. Robertson and Mrs. James W. McGuire. In saying, "Many happy returns of the day to Her

Grounding of the Kinau.

The steamer Kinau got aground on the windward side of the entrance to Maalaea Bay on Tuesday morning at 2:30 o'clock and remained there for twentytwo hours. It was raining heavily at the time and the weather was somewhat stormy. The Kinau struck on the forward part of the vessel, the depth there being six feet, while aft it was nearly two fathoms. The engine was- immediately reversed and backed at high speed, but the Kinau was so fast on a bank of coral and sand that the engine had not power to get her off. Anchors were placed ait, and another attempt was made to get her off with no success. A number of men were employed to unload her 2,300 bags sugar, and by 2 o'clock on Wednesday morning at high tide she got off with hardly any damage. She does not leak. The distance from Lahaina to Honolulu was made in five hours and thirty-seven minutes, although the same steamer made it in seventeen minutes less several years ago. The Kinau went on the Marine Railway at 8 Thursday morning.

Hilo Notes.

The accomplished surveyor for the Volcano Road is rapidly getting over the ground. He comes into town on Saturday to spend the Sabbath and supplies the pulpit at the foreign church very acceptably. In his sermon of last Sunday he took occasion to give the Chatauquans a dig, which he did in a way that led many persons to infer that the Chatauquans had been going for the parson. He said: "If a young man cannot own a Bible, he should at least possess one of those little green-covered books containing three thousand catch words, and grind them into his memory till he is sure of every one. Then the young

though he may not know very much." His Excellency the Minister of Interior and the Superintendent of Public and to see about furnishing roads, wharves, water works and street lights-

The weather since the 1st of December has been remarkably pleasant even for Hilo. Light showers during the nights and cool pleasant days, the thermometer ranging from 65 ° to 77 °.

Adbertisements.

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Zante Currants. Sultana Raisins, Pearl Barley, Pearl Sago, Italian Maccaroni and Vermicelli, all put up in 4-lb, tins. Ground Rice, Semolina, Medeir Chocolate, Epps' Cocoa, Table Vinegar, Extra Fine Duret Ott, Assorted Jams and Jellies,

1 and 2-lb. tins: Copeland English Peas, French Peas and Mushrooms, Extra Sardines, 1/4 and 1/4 tins, Metworst and Truffled Liver Sausages, Sardells and Russian Sardines, Epicure and Blue Point Oysters, 1 and 3-lb, tins, Humes Salmon, 1 and 2-lb, tins.

CHOICE SALMON IN BARRELS AND HALF BARRELS.

Kits Salt Mackerel and Salmon Bellies, Kits Salt Mackerel and Salmon Bellies,
Kegs. ½ and ½ Burrels Family Pork,
Choice Hams and Bacon,
New York and California Cheese,
Adam and Limburg Cheese,
Adam and Limburg Cheese,
Vienna Sausage, 1 and 2-lb, tins;
Vienna Sausage, 2-lb, tins;
Ham Sausage, 2-lb, tins;
Corned Beef, Pigs Yeet, English Brawn,
Lunch Tongues, Ox Tongues, Deviled Ham,
Potted Meats, Boned Chicken and Turkey,
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Succotash, Green Corn, Green Peas, Lima Beans, String Beans Asparagus, Barataria Skrimps and Codfish Balls.

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Tapocan and Whitney's Butter, 2 and 3-lb, tins; Boneless Codfish and in Blocks, French Prunes, in Glass and Boxes; California Raisins, 14 boxes, new crop;
Breakfast Germ, Out Flakes, White Outs,
Germen, Cream Outs, and Cracked Wheat,
Outmend, Rye Flour and Meal, in 10-1b, bags;
Graham Flour, Small Hommy,
Buchwheat Flour, in 10-1b, bags; Arena, Golden Gate, Crown, and Eldorado Flour, Ja 50-lb, baye.

CONDIMENTS in Great Variety

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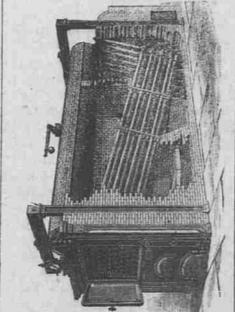
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From Symes & Co., Pharmaceutical Chem ists, Medical Hall, Simla, January 5, 1880. To J. T. Davenport, Esq., 23, Great Russell Street, Bloomsbury, London. Dear Sir, We embrace this opportunity of congratulating you upon the wide-spread reputation this justly esteemed medicine, Dr. J. Collis Browr " Chlorodyre, has carnea for itself not only in Hindostan, but all over the East. As a remedy for general utility, we must question whether a better is imported into the country, and we shall be glad to hear of its finding a place in every Anglo-Indian home. The other branus, we are sorry to say, are now relegated to the native bazaars, and, judging from their sale, we fancy their sojourn there will be but evanescent. We could multiply instances ad infinitum of the extraordinary efficacy of Dr. Collis Browne's Chlorodyne in Diarrhea and Dysentery. Spasms Cramps, Neuralgia, the Vomiting of Pregnancy, and as a general sedative, that have occured whose our personal observation during mean Cramps, Neuralgia, the Vomiting of Pregnancy, and as a general sedative, that have occured under our personal observation during many years. In Choleraic Diarrhea, and even in the more terrible forms of Cholera itself, we have witnessed its surprisingly controlling power. We have never used any other form of this medicine than Collis Browne's from a firm Conviction that it is decidely the best, and also from a sense of duty we owe to the profession and the public, as we are of opinion that the substitution of any other than Collis Browne's is a deliberate Breach of Paith on the Part of the Chemist to Preschiber and Pattern of the Chemist to prescriber and patient alike. We are, Sir, faithfully yours, Symes & Co., Members of the Pharm. Society of Great-Britan. His Excellency the Viceroy's Chemists.

CAUTION.—Vice-Chancellor Sir W. Page Wood stated that Dr. J. Collis Browne was, undoubtedly, the Inventor of Chlorodyne; that the story of the defendant Freeman was de-liberately untrue, which, he regretted to say, had been sworn to.—See "The Times," July 13, 1864.

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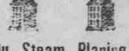
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